British

Seagull

Featherweight 45

Model 55

Model 75

Model 80

Model 90

Owners handbook

A Seagull engine for every need

Seagull outboards are designed for displacement hulls. The speed of a displacement craft is controlled by its waterline length and it is important that the power required is matched to the hull.

All Seagull trials are based on actual thrust measurements and as a result Seagull horsepower is more effectively applied through our highly developed reduction gears and propellers than any comparable drive available today.

This chart is designed to help you select the right Seagull for your boat. Remember – to attempt to drive a displacement craft faster than its maximum displacement speed is a waste of money, power and fuel.

FEATHERWEIGHT 45

Canoes

Pram & Stem Dinghies Under 9'

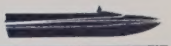
Inflatables Under 10'

MODEL 55

Inflatables Over 10'

Sailing Dinghies Auxiliaries

Stand By Power on High Speed Runabouts to 15'

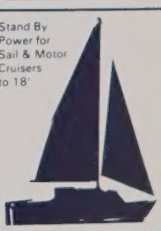


MODEL 75

Hire Craft, Work Boat & Fishing Launches to 17'

Day Sailer Heavy Dinghies to 17'

Stand By Power for Sail & Motor Cruisers to 18'

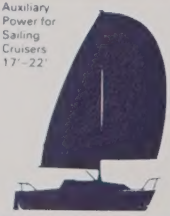


MODEL 80
MODEL 90

Auxiliary Power for Sailing Cruisers 17'–22'

Stand By for Power Cruisers to 20'

Heavy Work Boats Fishing Launches Hire Craft to 20'



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INTRODUCTION

BEWARE

WATER IN FUEL. Condensation may produce water in the fuel, and so sometimes when the tank is low, tip the contents out through the filler opening by turning the motor upside down, and refill with fresh mixture. Disconnecting the fuel pipe, and draining through the tap is useless as the tap filter will stop the water. It's wise, however, to disconnect and drain the pipe to clear out anything undesirable in the pipe itself.

SAND. If allowed to get into the motor will cause expensive, and extensive damage. Don't lay the motor on the shore, or in the automobile with sand about. Use the Seagull Canvas Cover, or Carrying Bag to protect the motor.

UNORTHODOX INBOARD INSTALLATIONS by means of a well or trunk. Unless the latter are really well designed and properly ventilated, the motor can only breathe its own exhaust gases and die of suffocation!

READ THIS CAREFULLY BEFORE USING THE MOTOR

Your Seagull outboard motor is the latest development in a long time of simple, robust motors. It incorporates many new features for convenience of operation.

The models covered by this handbook are:

Model	*Code*
MODEL 45/FEATHERWEIGHT	EFS/GEF
MODEL 55	EFPC
MODEL 75	ESC
MODEL 80	ESPC
MODEL 90	EFNR

The model identification is the first group of letters of the serial number which is found on the crankcase. This group may have the letter 'L' on the end which denotes a long shaft motor.

It is important that the full serial number is quoted on all correspondence.

Engine lettering and No.

Note it down in the space provided.

SERIAL NUMBER

Where an instruction is different for various models the above model names and codes will be used.

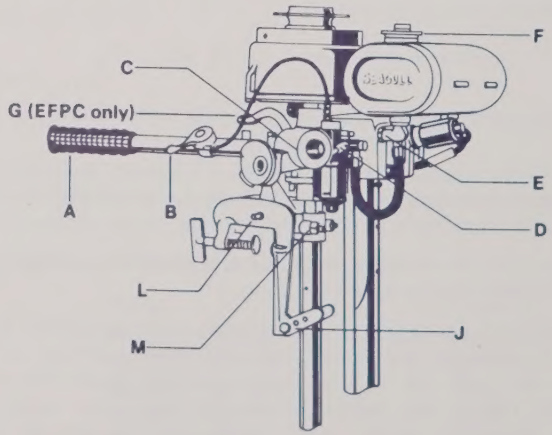
Before reading the detailed instructions on how to operate your Seagull the following hints will help you.

The Seagull is a pure-bred marine engine, built for a hard life. For it to perform well over the years it requires to be well run in. This process can take up to 20 hours running. Each motor is individually run at the factory to initially bed-in the rings and bearings. However, unlike many mechanical appliances your

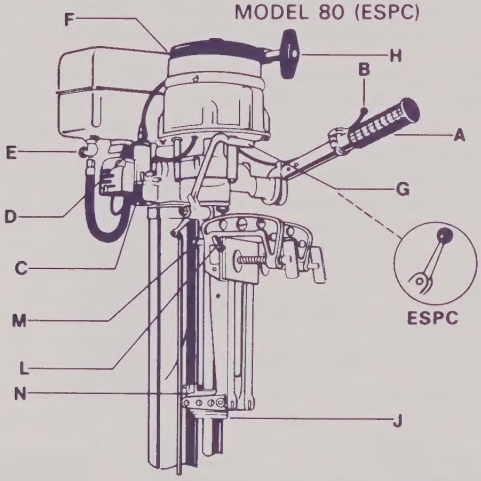
OPERATING CONTROLS

A. Tiller
B. Throttle Control
C. Flooding Button
D. Choke Shutter
E. Fuel Tap
F. Fuel Filler Cap and Vent Screw
G. Gear Change Lever
H. Starter Cord Handle
J. Thrust Block and Transom Rake Adjustment
K. Thrust Lock Handle
L. Security Bar
M. Engine Support Bearing
N. Locking Latch

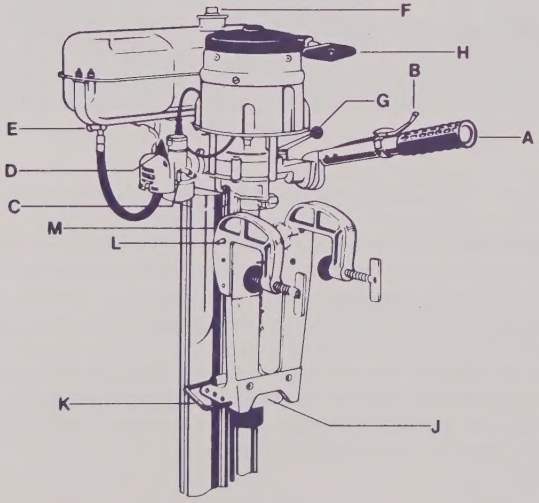
MODEL 45 (EFS) MODEL 55 (EFPC)
WITH CORD START



MODEL 75 (ESC)
MODEL 80 (ESPC)



MODEL 90 (EFNR)

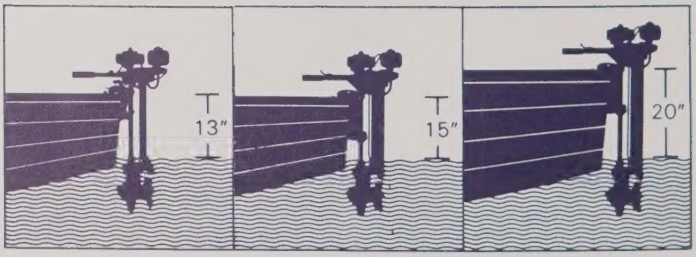


Seagull needs hard running when new. Light throttle openings will not allow the large lightly-loaded bearings to fully bed in.

We hope that your purchase of a Seagull will be the start of a long partnership. With reasonable care your motor will last for many years – so take your time over familiarising yourself with the controls and method of operation. Make your first trip under quiet circumstances. Make sure the motor is correctly mounted, fuelled with the correct mixture and you are ready to go. Don't make your first run where a mistake could be dangerous.

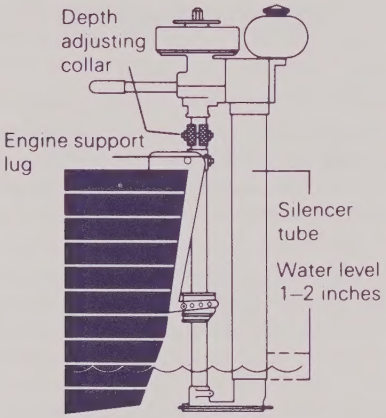
MOUNTING THE MOTOR

Our motors are made in three shaft lengths.



Model 45 only | Standard shaft | Long shaft

The motor MUST be fitted upright (vertically) and at the correct height (see illustration). Most craft made for use with an outboard have a transom or mounting board set at the correct height for either a standard or long shaft. Small adjustments can be made by using our depth adjusting collar (not ESPCL or EFNR models). Correct depth of immersion is particularly important on small dinghies and inflatables where trim can be affected by the location of crew or stores – keep weight forward. Deeper immersion than recommended will affect both starting and performance, so ensure that the water level is correct when the boat is floating on its normal waterline (see illustration below).



Adjustment for normal transom rake is provided by progressive location of the 'U'-shaped thrust block (or caliper on Model 90). This can be moved outwards by removing the locating stud (or thrust lock handle on Model 90) and relocating in one of the pairs of holes on the bracket (three positions on the Model 45 and 55, four positions on the Model 75, 80 and 90). If the motor is still not vertical when the thrust block is in the third hole then a wedge-shaped hardwood block must be fitted under the bracket.

Bracket thumbscrews must be tightened by hand only and retightened after the motor has been run for a while.

Steering tension is easily adjusted by slackening or tightening the engine support bearing lock nuts.

FINALLY DON'T FORGET TO ATTACH THE MOTOR BY THE CASING TUBE (NOT BRACKET) TO THE BOAT WITH A LANYARD.

We all sometimes forget to check that the security bar is in place or tighten the thumbscrews. If the motor does fall in the water it can be recovered and the submersion procedure on p. 22 should be followed.

MOUNTING BRACKETS

MODEL 45 (EFS) MODEL 55 (EFPC)
STANDARD CLAMP-ON BRACKET

To remove the motor from the bracket, lift up the security bar from its hook on one side of the bracket and withdraw the bar. When refitting, make certain the security bar is fully inserted and snapped back into the hook to prevent any possibility of the motor becoming dislodged.

To tilt the motor clear of the water, shut off the fuel by closing the fuel tap and filler cap air vent screw. Tilt the motor towards you until the tilting hook hitches over the cross bar between the bracket members, locking the motor in an almost horizontal position. To release the motor for re-use, tilt slightly towards you, lift up the hook and lower the motor into the vertical position.

OPTIONAL BOLT-ON BRACKET

On some craft it is not possible to fit a clamp-on bracket – for example if there is an after deck. This bolt-on bracket is a neat solution to the problem. It should be bolted through the transom with $\frac{5}{16}$" diameter brass or bronze bolts, with a backing plate inside to spread the load. Removal and tilting procedure is the same as for the standard bracket.

MODEL 75 (ESC) MODEL 80 (ESPC)
STANDARD CLAMP-ON BRACKET

The bracket should be mounted on a flat, even surface from TOP TO BOTTOM so that it is fully supported throughout its length. Slots are provided at the bottom of the frame member and we recommend that screw bolts are fitted to the transom so that when the bracket is mounted the frame is located under the screw heads. This relieves the thumbscrews of side stress.

To remove the motor from the bracket, remove the security pin from the security bar, withdraw the bar, lift up the locking latch on the thrust block and lift motor out of the bracket. When replacing

the motor in the bracket, coat the security bar with a thin smear of waterproof grease, slide through the bracket and support lug and replace the security pin

The latch of the safety thrust block at the lower end of the bracket is designed to break if the motor hits on an obstruction when under way. However, unless absolutely necessary always try and run with the latch open so that the motor is free to tilt in the normal manner

To retain the motor in a tilted position, turn the motor so that the tiller and gear lever clear the bracket, raise the 'V'-shaped thrust hanging inside the side members of the bracket until it engages on the hook provided beneath the drive shaft casing tube. Note there are two positions

SEAGULL INSULASTIC PERMANENT BOLT-ON BRACKET

It is often more convenient to leave the bracket permanently on the boat. We recommend the use of this bracket which should be bolted through the transom on a flat, even surface using four $\frac{3}{8}$" diameter bronze or brass bolts with washers under the heads and a backing plate inside the transom.

Motor removal and tilting is the same as the standard bracket.

MODEL 90 (EFNR) (Patents applied for)

The standard mounting bracket on this model incorporates a unique reverse thrust lock which automatically locks the motor when going astern but still allows the motor to 'break-out' and tilt should it hit an obstruction when in forward drive.

To tilt the motor, turn the tiller to allow the crankcase support to clear the bracket. Lift the thrust lock handle until the retaining caliper swings clear of the rubber bush on the casing tube and allows the motor to tilt. It can be retained in the tilted position by raising the 'V' strut between the side members of the bracket until it engages on the hook provided beneath the casing tube.

If desired the main frame of the bracket can be bolted permanently to the boat, or auxiliary bracket board. First remove the 'C' clamps from the main frame and then bolt the frame on to a flat, even surface with four $\frac{3}{8}$" diameter stainless steel bolts. We recommend two coats of marine varnish on the frame before attaching it to the boat.

The motor can be removed from the bracket by removing the security pin and withdrawing the security bar. When replacing, coat the security bar with a thin smear of waterproof grease.

AUXILIARY BRACKETS

On certain craft with higher freeboard than normal, or there is an afterdeck we recommend fitment of an auxiliary stand-off bracket such as the one described at back of this book, or a swinging cantilever bracket. When attaching the bracket to the transom ensure that the top of the mounting board of the auxiliary bracket is at the correct height when the motor is in the operating position.

For auxiliary power on a sailing craft it is satisfactory to mount the motor off-centre, usually to the port side and use the rudder for steering. Ensure that the rudder does not foul the lower unit or propeller when used for steering. If this is not possible use a preventer lanyard on the tiller to restrict the rudder movement to port.

RUNNING THE MOTOR

FUEL MIXTURE

Use low octane commercial grade petrol or regular marine gasoline.

Fresh fuel is essential. The use of stale unfiltered fuel from dirty containers will cause endless trouble.

A light grade engine oil suitable for two-strokes such as Seagull two-stroke oil should be used. If Seagull oil is not available we recommend the following: B.P. Super Outboard Motor Oil, Castrol TT, Duckhams Outboard Oil, Esso Aquaglide, Finamix, Mobilmix

TT, Shell Outboard Motor Oil, Texaco Motor Oil 2T, or any oil made to BIA TCW Specification. Multi-viscosity lubricants such as SAE 20W–50 are NOT suitable.

The oil should be mixed in a ratio of one part oil to 25 parts petrol (4% oil) in a separate clean container.

The oil proportion must not be cut below this irrespective of the claims made for some lubricants.

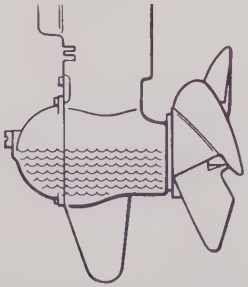
REDUCTION GEARBOX

MODEL 55 (EFPC) MODEL 75 (ESC)
MODEL 90 (EFNR) (Patent applied for)

Gearboxes of new motors are filled ready for use, but the level should be checked and topped up after 15 hours running. The pinion and propeller shafts are sealed to prevent loss of oil but it is normal for a small amount of water to enter the gearbox. This will not harm the gears or bearings. We recommend that the gearbox is drained and refilled with fresh oil every season.

Use a good quality gear oil EP90 grade. UNDER NO CIRCUMSTANCE MUST GREASE BE USED.

To check the oil level lay the motor on the floor, tank downwards,



Oil level in all Seagull gearboxes

remove the plug in the front end cap with a coin or Seagull combination spanner. The correct level is at the bottom of the filler hole with the motor in the vertical position. Tip out any water and top up. Stand the motor upright and allow any excess oil to drain to the level of the filler plug hole. Note: It is essential that all excess oil is drained to the correct level before the oil filler plug is replaced. Overfilling on gear shift models may affect gear selection or engagement.

DO NOT OVERFILL

MODEL 45/FEATHERWEIGHT MODEL 80

The reduction gearbox of the Model 80 does not have seals, and a certain amount of leakage is normal and necessary to lubricate the bearings. The level should be checked every 15 hours of running, any water in the housing drained out and topped up as above with a good quality SAE 140 gear oil available from your Seagull dealer. In cold weather a thinner SAE 90 oil, or even engine oil under freezing conditions can be used. Remember to drain and refill with SAE 140 in the summer. In tropical conditions a heavier oil SAE 250 can be used, but the oil must pour.

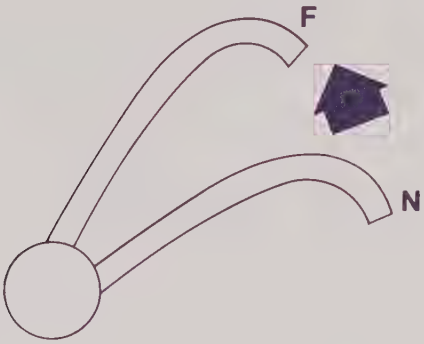
Oil level and filling procedure as other models.

DO NOT OVERFILL

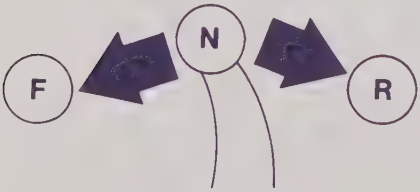
CONTROLS

The engine controls are very simple, consisting of a throttle lever on the steering tiller, a flooding button on top of the carburettor float chamber (to ensure that fuel is flowing properly, NOT for the purpose of richening the mixture) and a choke shutter on the air inlet to the carburettor.

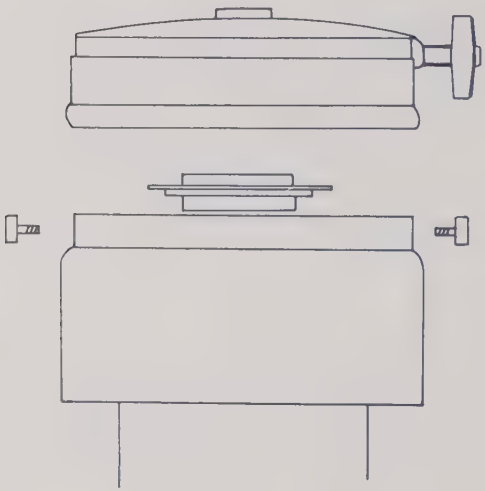
Model 55 (EFPC), Model 75 (ESC) and Model 80 (ESPC) models have a forward and neutral gearshift. The gear lever is situated underneath the crankcase. It is depressed for neutral and lifted to engage forward gear.



The Model 90 (EFNR) has a full forward-neutral-reverse gearbox. The change lever is on the tiller side of the motor. The lever is pulled forward for forward drive, and pushed back through neutral for reverse drive.



A recoil starter is fitted as standard to the Model 90 and may be fitted on all other models. Should this unit ever give trouble, or the cord break, it can be removed by undoing the two screws holding the unit onto the flywheel housing and lifting the recoil unit off. This exposes the normal starting cup and the motor can then be started with a cord.



When refitting, apply a thin coating of waterproof grease to the mating surfaces and the threads of the screws.

NOTE: Do not get grease in the starter cup as this will affect the starter operation

STARTING

TO START FROM COLD

1. See that the motor is free to swivel to permit steering (steering tension can be adjusted as already described).
2. Unscrew the air vent screw in the filler cap one turn only NOT to its fullest extent
3. Open fuel tap
4. Close choke shutter

5(a). Model 45 (EFS) Model 55 (EFPC) models. Open the throttle lever clockwise as far as it will go. (When you have used the motor for some time use any throttle opening that suits your particular motor).

5(b) Model 75 (ESC) Model 80 (ESPC) Model 90 (EFNR). Open throttle lever half-way.

6 Depress the flooding button on the carburettor to overflow fuel, thus checking the supply.

7. On models fitted with a gear change ensure that the gear lever is in neutral.

8 On models without recoil starter, place the knot in one of the slots of the starter pulley plate and wind cord clockwise.

Put one hand on the fuel tank to prevent the motor from tilting and with the other pull the starting cord horizontally – firmly but not violently, and the motor will probably start at the first or second attempt depending on the temperature

If the motor is fitted with a recoil starter, pull the cord slowly until you feel the pawls engage and then give the cord a firm, quick pull to start the motor. Return the cord slowly and allow it to retract fully into the starter before re-pulling.

As soon as the motor starts, partially close the throttle lever to avoid the motor over-revving. After a few moments the motor will run unevenly and show signs of getting rich. The choke shutter should be opened GRADUALLY to its fullest extent.

If the motor does not start after three or four pulls then it is probably over-rich. Never continue pulling the starting cord with the choke closed. Open the choke, fully open the throttle, shut off the fuel tap and pull the cord three or four times and the motor should start. When it runs, re-open the fuel tap.

TO START THE MOTOR WHEN HOT OR WARM

Proceed as for cold start but do not close the choke, and if the fuel tap has not been shut since the motor was last run and the motor has not been tilted, do not flood the carburettor.

MOVING OFF

Before engaging gear make sure the motor is in the straight ahead position. Keep the rpm as low as possible and move the gear lever positively into gear. It is not necessary to 'ease' into gear.

NOTE: Slow running and gear operation will improve as the number of running hours increases.

Care should be taken when reversing with Model 90 as the underwater unit cannot tilt clear if an obstruction is hit.

ROUTINE MAINTENANCE

SPARK PLUGS AND IGNITION

Use the correct type of single point 18 mm plug – Champion 8COM or Champion D16. For continuous hard running we recommend Champion UK10, Champion K9 or Champion D9J.

The correct gap is 0.035 in. (0.9 mm) NOT LESS.

LONG REACH PLUGS SHOULD NEVER BE USED

Providing the correct fuel mixture is used, inspection is seldom necessary. However, always carry a spare good plug just in case, together with a plug spanner.

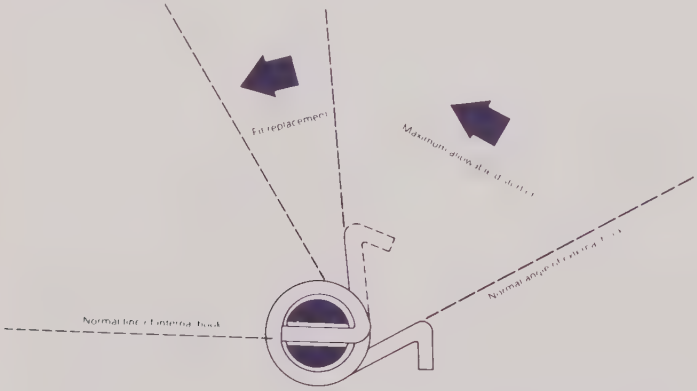
If you remove the plug, check that the gap is clear and correctly set. There is only one satisfactory method of checking the spark at the plug. Connect it to the high tension lead by the plug cover. Then hold the base of the plug against the crankcase by the plug cover and spin the motor over with the starting cord. If there is no spark, and the connection between the lead and the plug is clean then the fault must lie in the ignition unit. Your motor is fitted with a capacitor discharge breakerless ignition system that is fully sealed and waterproof. If you suspect the fault to lie in this unit, return the motor to your dealer.

When refitting the plug, oil or grease the threads (wiping the threads with fuel oil mixture will do if you happen to be afloat) and insert into the plug hole on the cylinder head, carefully by hand at the correct angle to prevent cross threading. Tighten with a plug spanner BUT DO NOT OVER-TIGHTEN.

PROPELLER DRIVE SPRINGS

MODEL 45 (EFS) MODEL 55 (EFPC)
MODEL 75 (ESC) MODEL 80 (ESPC)

The propeller drive is transmitted through a spring with a hook which engages in a slot in the propeller hub. Should the propeller hit an obstruction the spring distorts and the hook straightens out If this happens and distortion is in excess of the amount shown below, the spring should be replaced before the hook breaks off and drive is lost



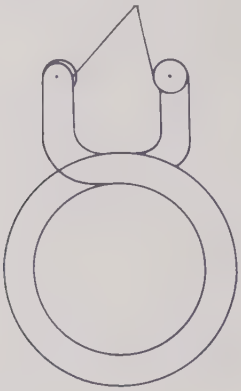
To replace, remove the split pin and washer, slide off the old spring, fit the new spring and replace the washer and split pin.

ALWAYS CARRY A SPARE SPRING

MODEL 90 (EFNR) (Patent applied for)

This model uses a spring drive assembly (Patent applied for) to absorb the shock from hitting an obstruction, running aground or in changing gear, this spring which engages in a boss inside the propeller hub, please see diagram overleaf, is not designed to fracture, but should be inspected every season for obvious signs of damage.

These arms must be located either side of propeller hub boss.



TO REPLACE THE SPRING

1. Remove the pin and retaining collar at the end of the propeller by tapping the pin out through the slots in the propeller hub
2. Withdraw the propeller
3. Extract the spring from the spring carrier. Inspect and replace if necessary
4. Apply a thin coat of waterproof grease to the propeller shaft.
5. Slide the propeller on to the shaft, align the boss with the drive spring arms and push into place
6. Replace retaining collar and pin

WATER PUMP AND COOLING SYSTEM

The Seagull water pump is valveless and can give no trouble provided the motor is mounted at the correct freeboard height and the water intake is not masked. When the water is circulating correctly it will be seen flowing from the outlet.

Don't run the boat in a few inches of water with the propeller churning up sand and mud. This can speedily clog up the water cooling system and stop circulation

The motor can be run at low speeds for a minute or two without the water flowing providing that the motor is then speeded up just sufficiently to circulate water for a brief period as a precaution.

When removing the motor from the boat (remember the silencer may be hot) stand it in a vertical position for a minute to drain before stowage.

NEVER TILT THE MOTOR BEYOND THE HORIZONTAL POSITION UNTIL ALL THE WATER HAS HAD TIME TO DRAIN FROM THE COOLING SYSTEM.

If the motor is run for long periods in salt water, and particularly in high ambient temperatures we recommend that it be run in fresh water from time to time, or back flushed as explained below. This will help prevent a build-up of salt deposits in the water passages.

NOTE: If the motor is run in a restricted tank the turbulence created may restrict or prevent water circulation.

LAYING-UP PROCEDURE

Before laying-up for a long period – say over the winter we recommend the following procedure:

1. Remove all salt deposits by washing with fresh water.
2. Flush the cooling system by applying a freshwater hose to the water outlet on the cylinder until clean, fresh water comes out of the water inlet.
3. Drain all water from the cooling system by standing the motor in a vertical position for a minute or two.
4. Drain the fuel line by dismantling the fuel pipe from the fuel tap on the tank. Dispose of the fuel in the tank itself by unscrewing the filler cap and turning the motor upside-down.
5. With the spark plug removed and the throttle fully open, inject two-stroke oil through the plug hole and carburettor intake. Spin the motor with the cord to distribute the oil throughout the motor.

6 Replace the spark plug loosely to keep dust, dirt and damp out of the cylinder

7. Oil the carburettor control at each end of the throttle cable and operate the throttle a few times.

8. Grease the gear change lever pivot (Model 90 only).

9 Drain and refill the gearbox with the correct oil (see p. 13).

10. Thoroughly brush the external surfaces of the motor with a light machine oil

11. When out of use the motor should be stored upright as on the boat and kept in a warm dry place

When bringing the motor back into service, remove the spark plug, spin the motor over to clear excess oil. Check the plug and replace if necessary. The gap is 0.035 in. (0.9 mm).

SUBMERSION

Should the motor be dropped overboard – recover IMMEDIATELY and follow this procedure

1 Scrap all fuel Turn the motor upside-down with the filler cap off; remove fuel pipe and clean; remove carburettor float chamber and clean. Blow through carburettor jet after first removing throttle slide assembly

2 Wash the motor with fresh water. Wipe down thoroughly, particularly the H T lead

3 Remove plug, spin the motor to eject any water that may have entered the cylinder

4 Inject two-stroke oil through carburettor intake and plug hole Spin the motor to spread the oil, ensuring the motor turns freely

5 Put in fresh fuel with double the normal amount of oil for the first tankful Replace plug and start the motor up as soon as possible It can be run out of water, clamped to a bench for up

to half a minute, but keep the throttle well down to avoid over-revving

6. Give the motor a long, hard run on the water as soon as practicable
7. After running on the oil-rich mixture revert to the standard 25:1 (4%) fuel oil ratio
8. If the motor does not turn freely, or fails to restart after following the above procedure, internal damage may have occurred particularly if the motor was running when it was submerged. In this case the motor may need dismantling for inspection and repair

GENERAL CARE

We much regret that we cannot guarantee the bright showroom finish – paint and plating etc., against the damaging effects of salt water service.

The life of the finish depends entirely on how much trouble the owner is prepared to take to preserve it

If the motor will be exposed to salt air for any length of time then we suggest that when it is new that the metal parts be given two coats of marine varnish, omitting the silencer

Alternatively, after use the motor can be washed down with fresh water, dried and wiped with an oil rag. This will build up a protective skin and help maintain the motor's appearance

The rugged construction and use of marine grade materials ensure that with reasonable care your motor will last for many years

SEAGULL ACCESSORIES

We want you to enjoy your Seagull and get the best out of it We offer a number of well designed, well made practical accessories, that are available from your dealer or in case of difficulty write direct to our Spares Department

Seagull Maintenance Manual and Spares Book. Covers all models from 1956. Written by Seagull Service Department, this information is a must for the keen D.I.Y. Seagull owner.

RECOIL STARTER

If your motor is not fitted with a recoil starter at the factory this can be easily fitted at a later date. Please quote your *full* model code and serial number when ordering.

BRACKETS

Bolt-on transom brackets for permanent mounting to the boat are available and are described in the bracket section of this handbook

Also available is a removable stand-off auxiliary bracket specially designed for Seagull motors. Made of nylon coated and anodised aluminium with a marine ply mounting board this bracket is ideal for use on high transoms

For unusual installations we offer a unique side mounting bracket that is particularly suited for mounting the motor on a double-ended craft where there is no flat transom.

EXTENSION TILLERS

Made in two lengths 14 in. (356 mm) and 34 in. (864 mm) these extensions slip into the existing tiller and enable the motor to be controlled from further forward in the craft

SEAGULL REFUELLER

Made of heavy stove enamelled steel the Seagull refueller holds 1 1 gallons (5 litres) and is leak-proof The vented spout allows easy and convenient filling at sea, reducing spillage and waste

SEAGULL OIL

SAE 140 and EP 90 for reduction gearboxes Handy 1 pint (568 ml) bottles

Specially formulated two-stroke oil to BIA TCW specification. 1.75 pints (1 litre) bottle. Graduated for easy measurement of correct oil requirement.

CARRY BAG

Heavy duty proofed sailcloth bag with reinforced ends and strong handles. Ideal for carrying motor from car to boat and protects motor from sand etc. Two sizes, short shaft and long shaft.

CANVAS COVER

Outboards spend much of their time on the transom of the boat or hanging on the stern rail. Protect the powerhead from dirt and damp with this heavy duty canvas cover. One size fits all models.

ALTERNATOR KIT

All Seagull models covered by this handbook can be fitted with a 5 amp 12v alternator of unique design with built-in rectifier to give DC current for charging a battery. Full fitting and operating instructions are supplied with the kit.

SPARES

All spares are available and are listed in the maintenance manual and spares book. Overhaul kits with full fitting instructions are available for periodic overhaul of ignition and carburation.

LIT 05

British Seagull Company
(Regd. Business Name)
418 Ringwood Road, Parkstone, Poole, Dorset, England BH12 3LJ
Telephone: Parkstone (0202) 747400
Telex: 417141

British Seagull

Printed in England